

# EVERGREEN ♦ EAST HILLS VISION STRATEGY

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## Task Force Workshop Meeting - 7

K.R. Smith Elementary School  
2025 Clarice Drive  
San Jose, CA 95122

**Saturday, February 25, 2006**  
9:00A.M. – 12:30P.M.

### **SUMMARY of** **TRAFFIC GROUP COMMENTS**

- Main concern is with non-major intersections and what impacts there will be with the 3 schools in the Pleasant Hills area.
  - For the Environmental Impact Report (EIR) the traffic analysis was performed per the requirements of the California Environmental Quality Act (CEQA). In addition to analysis of signalized area intersections an Operational Analysis is underway to determine whether new signals are needed at local intersections (signal warrant study) as well as studying possible issues such as neighborhood intrusion, school access, Intelligent Transportation Systems (ITS), neighborhood connectivity and bicycle/pedestrian connections. Weekend traffic is also being analyzed.
  - The Operational Analysis and weekend analysis will be a companion to the traffic analysis in the EIR.
- What is a significant unavoidable impact? Can the City approve a project when the EIR identifies significant unavoidable impacts?
  - A significant impact is one that exceeds the relevant threshold of significance City is applying for a given issue, for which there is no feasible mitigation or alternative to the project which avoids or reduces the impact to less-than-significant. Per CEQA Guidelines, the decision maker for a given project, whether Council, Planning Commission, Planning Director, DPW Director, etc., must make specific findings, based upon substantial evidence, in approving a project with one or more significant unavoidable impacts that 1) mitigation measures and/or alternatives that would reduce impacts to less-than-significant are infeasible, and 2) articulate in the statement of overriding considerations the specific reasons that the project's benefits outweigh the identified significant impacts.
- Traffic is at unacceptable levels now. Traffic improvements are not going to improve traffic.

- Traffic is bad now. Eight years ago it took 5 to 6 minutes to travel through 4 major intersections to get to the freeway; now it is double.
- What is the timing of transportation improvements?
  - The timing of freeway improvements depends on the available funding. With funding and environmental review in place the freeway improvements could be done within 2 to 4 years.
  - City staff understands that freeway improvements are a high priority for everyone.
  - The draft of the updated Evergreen Development Policy identifies that 101 will be funded.
  - There is currently no money for 101 improvements. The proposed development proposes to provide that funding source.
- There is an item on the amenities list for funding traffic calming if there are existing issues in the local communities the Department of Transportation can work with the community to address those issues.
  - Traffic calming should not be listed under amenities, rather it should be under base transportation improvements.
- What is traffic calming?
  - Traffic calming is identifying and implementing ways to help protect and preserve the function of neighborhood streets.
- At previous community meeting held at LeyVa Junior High School, heard from community that they were 60% against the project.
- When will the weekend count report be available? How is weekend traffic analyzed?
  - The City has not received the data from the weekend analysis yet. For weekdays the City looks at peak traffic during the heaviest travel times (7-9am and 4-6pm). Recently counts were taken for a 24-hour period on the weekend to determine when the highest volumes are. Counts are underway right now during the weekend high-volume.
- Two concerns: Capitol/Story going from LOS E to F, and the Lake Cunningham Pedestrian overcrossing should be included as a transportation improvement.

- A global picture: If the Campus Industrial properties are built there will be an additional 12 to 13 thousand cars on the roads without any improvements. There won't be any freeway improvements without local intervention. Converting campus industrial to housing provides money for 101. Between the lower and higher housing unit scenarios there is a negligible difference in traffic.
- The freeway improvements only get you to the next bottleneck faster.
- Recognize that traffic problems won't get better. Should prioritize around things the community would like to see get done. There could be more detriment to the community if the current/existing plans (campus industrial) get built.
- The funding of 101 should happen before other parts of the project get discussed.
- Should discuss improvements to public transit.